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1. Vitomir (sic; Zhitomir ?): Jet plane base where pilots for jet fighters are trained.
2. Dorpat: Airfield 2 x 1.5 kms. Two hangars 40 x 35 meters. Two parallel concrete runways running east-west, one kilometer long. Thirty-two subterranean "boxes" (sic; revetments or sheds ?) for planes on both sides of the runways. On the northern edge, a subterranean gasoline depot with conduits to the various "boxes". Number of planes in 1946: about 50 single-engine. Personnel: about 100 men with wine-red (bordeaux) shoulder boards. [REDACTED] 25X1A airfield as having a good concrete runway, some biplanes for training purposes, and some twin-engine planes which may be transports.*
3. Krasnodar: Airfield situated four kilometers north** of the town, forms a rectangle 2 x 1 km. In 1947, the field, which had been completely destroyed, was undergoing reconstruction and was in only partial use by about 20 single-engine planes and some twin-engine planes. By the end of August 1947, five buildings had been completely reconstructed and were usable. A concrete runway direction north-south, was under construction at that time. The airfield is connected by road with the rail line. A course of instruction for aviation students of officer rank was being held on the field. The men and students wore wine-red (bordeaux) shoulder boards.
4. Taganrog: Airfield. Several squadrons of fighters and bombers, some heavy transport planes.
5. Chkalov: Airfield. One unit of parachute troops.
6. Krasnograd: In the garrison of the town there has been identified one air unit of about battalion strength and composed entirely of non-flying personnel.
7. Tushino: On the airfield is a total of about 100 Yak-2*** and Yak-3 fighter planes and light twin-engine bombers, besides an unspecified number of biplanes.

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8. Pereaslavl (between Moscow and Yaroslavl): See Attachment I. The airfield is occupied by about 30 fighter planes. On the southeast edge of the field are three hangars. Near the field are two aviation casernes, one east and the other southeast of the field.
9. Gorki: Jet aircraft identified on the airfield.
10. Saratov: Two new airfields:
 - a. One south of the town; biplanes and transport planes.
 - b. One northwest of the town; fighter planes.
11. Moscow: Airfield 15 kms. northeast of Moscow.***** See Attachment II.
Direction of runway: Northeast-southwest. Observed on the ground:
 - a. About 400 fighter (?) planes with the following characteristics:
single-engine, monoplane, single fin, variable pitch;
part with radial engines, part with in-line engines;
pilot's cabin very far to the rear.
 - b. Three rows of nine planes with the following characteristics:
twine-engine, twin-fuselage, radial engines, high power, triple-blade propellers.
12. Sapki (Reported near Leningrad): See Attachment III. Military airfield, situated south of the town. Direction of runways: east-west. Middle runway: concrete. Other runways: no details. The eastern part of the runways is completed but the western part is still under construction. Type of hangars not known. Two radar posts. Radio station with three masts. Two-meter long beacon lights on five-meter high wooden poles, spaced every four meters. Observed on the ground: a "large number" of four-engine bombers of the Lancaster type, some with single fin and some with double fin; low wings, in-line engines. Personnel: a unit of 200-300 women, a transport unit, and an unknown number of flying personnel.
13. Levkoy*****: See Attachment IV. Airfield about five kilometers long. Intense activity of four-engine bombers and twin-engine fighters. About 30 planes on the ground, twin-engine, covered in part with (camouflage?) nets, doubtless fighters.
14. Pravdinsk (near Gorki):***** Two important airfields and 17 casernes surround the town. Each airfield has three or four asphalt runways. One of the fields shelters a formation of 40 twin-engine planes and a school for parachute troops. The other field is occupied by a squadron of fighters.
15. Volkovstroy (near Leningrad): Near the airfield is a factory for the production of new fighters of the Rata type.
16. Ossul:***** The civil airfield at Ossul, destroyed during the war, is slowly being put into condition. Ten partially destroyed buildings have been reconstructed. There are no planes on the field.
17. Khimki: Occupied by several squadrons of jet fighter planes.
18. Kharkov: In the immediate environs of Kharkov is an airfield where pilot training and testing of new aircraft models are held. Nearly all of the technical personnel consists of former German aviators. In order to prevent desertions, the planes are provided with only enough gasoline to allow circular flights within a certain area over the field.

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19. Nantsi ($69^{\circ}04'N$, $29^{\circ}08'E$): The work of enlarging the airfield seems to have been terminated, at least for the moment. The field now appears to be in good condition, as it was in use in the first two weeks of September 1948 by three heavy four-engine transport planes which appeared to be of the size of the IL-18 or the Tu-29. In addition, there were on the field 27 fighters. Each day nine of these fighters flew simultaneously and conducted machine gun practice against ground objectives; during these exercises, one plane crashed. A subterranean gasoline reservoir has been constructed northeast of the field, on the eastern edge of the Nautsiyoki (river), about 800 meters east of the Nautsi-Petsamo road. It is connected to the road by a small narrow-gauge railroad.
20. Salmiyarvi ($69^{\circ}19'N$, $30^{\circ}E$): A hydroplane base on the eastern bank of Lake Knotsayarvi, near the road bridge over the Salmiyoki (river). It is not used on a permanent basis, but toward the end of summer (1948?) it sheltered twice in one week a heavy two-winged hydroplane without pontoons.
21. Alakurtti ($66^{\circ}57'N$, $30^{\circ}19'E$)*****: There was great activity at this airfield in August (1948?). Each day four-engine military planes and three different types of fighter planes arrived and departed. The anti-aircraft batteries situated northeast and west of the field conducted exercises at night as well as during the day.
22. Pontshlivoki (Kestenga): Airfield located north of Kokkosalma ($65^{\circ}49'N$, $31^{\circ}31'E$), 18 km west of Kestenga ($65^{\circ}53'N$, $31^{\circ}45'E$) and north of the Kestenga-Kmusamo road. This emergency field was built in 1943 by the Germans and was used especially for reconnaissance and liaison planes of the Luftwaffe. It was neither occupied nor used in the summer of 1948.
23. In addition to the anti-aircraft defenses at the Alakurtti airfield, other anti-aircraft units present in the region in August (1948?) were as follows:
 - a. Defense of the rail bridge of Kairala, by which the Salla-Murmanak train crosses Lake Kuoloyarvi. Anti-aircraft batteries are located within a kilometer northeast and southwest of the bridge. Number and caliber of the pieces not known.
 - b. Salla station: An armored rail car armed with two anti-aircraft guns was stationed in the Salla station in August (1948?).

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~~Comments:~~

*The Dorpat field has previously been reported as having only one runway and two hangars 100 x 80 m.

**Previously reported as two to four kms east of the town.

***No type Yak-2 is listed in available references, but this is the second time that Yak-2 planes have been reported in use at the Tushino field.

****Probably the Mytishchi airfield.

*****Reported as 45 kms east of Zhitomir, but the town is shown on AAF chart No. 233 as 12-15 kms east of Zhitomir. Attachment IV gives still another version and suggests that the airfield is not immediately at Levkov.

*****Listed at $56^{\circ}32'N$, $43^{\circ}34'E$ but not shown on available maps. In view of the number of airfields and casernes reported to be there, it must be a fairly large town and therefore may be identical with Gorodets, at approximately the map reading given above.

*****Unlocated. Õsel Island (Saaremaa)?

*****AAF Chart No. 91 shows an airfield named Tuntsa very near Alakurtti.

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